RTIP ID# *(required)* RIV031209

TCWG Consideration Date: January 27, 2015

Project Description *(clearly describe project)*

The City of Palm Desert, in cooperation with the County of Riverside and Caltrans, proposes to build a new interchange on Interstate 10 (I-10) at Portola Avenue in the City of Palm Desert and County of Riverside. The project would entail the widening and extension of existing Portola Avenue as well as the widening and extension of the adjacent frontage road, Varner Road, within the project area. The proposed interchange would be located approximately one mile north of the existing Cook Street Interchange and approximately one mile south of the existing Monterey Avenue Interchange. The project would include construction of a new 6 through-lane overpass extending Portola Avenue over I-10 and the Union Pacific Rail Road (UPRR), construction of associated on-ramps and off-ramps, and realignment of Varner Road. Varner Road would also be widened from 2 to 4 lanes. Auxiliary lanes would be constructed between the proposed I-10/Portola Avenue Interchange and the adjacent interchanges at Monterey Avenue and Cook Street. The proposed project will require the acquisition of new right-of-way, including a portion of the existing UPRR right-of-way.

The following Build Alternatives are being considered: Alternative 2, a Modified Partial Cloverleaf; and Alternative 3, a Modified Single Quadrant Cloverleaf. Alternative 1 is the No-Build Alternative.

The proposed project is estimated to take 12 months of construction, for a project completion date of 2020.

Type of Project *(use Table 1 on instruction sheet)*

New interchange.

County	**Narrative Location/Route & Postmiles**
Riverside	City of Palm Desert and County of Riverside, I-10 (PM 44.8-46.68) **Caltrans Projects – EA#** 0F1200

Lead Agency: City of Palm Desert

Contact Person	**Phone#**	**Fax#**	**Email**
Cherry Brent, Dokken Engineering	916-858-0642	916-858-0643	cbrent@dokkenengineering.com
Cindi Wachi, Riverside County	951-955-1863	--	CWACHI@rctlma.org

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** X **PM10** X

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	X				

Scheduled Date of Federal Action: Final Environmental Assessment/FONSI December 2011

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	**Section 6004 – Categorical Exemption**		**Section 6005 – Non-Categorical Exemption**
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	2014	2015	2016	2017
End	2015	2016	2017	2018

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The purpose of the project is to:

- Reduce existing and forecasted traffic congestion on Monterey Avenue and Cook Street intersections near I-10.
- Improve traffic operations on I-10 at the Monterey Avenue and Cook Street interchanges.
- Provide a balanced circulation system and reduce out of direction travel.
- Improve local circulation by providing alternative vehicular access to the I-10, local shopping developments and residential neighborhoods.
- Help achieve the goals of the Southern California Association of Governments Regional Transportation Plan.
- Accommodate planned infrastructure improvements within the project vicinity.
- Provide a facility consistent with existing and planned local development, the County of Riverside General Plan Circulation Element and the City of Palm Desert General Plan Circulation Element.
- Improve emergency preparedness and enhance safety.

The project is needed because the existing I-10 interchanges at Monterey Avenue and at Cook Street cannot accommodate existing and forecasted travel demand without additional I-10 access. Currently, the Monterey Avenue and Cook Street interchanges provide the primary access from I-10 to the City of Palm Desert and the community of Thousand Palms in unincorporated Riverside County, as well as portions of the cities of Rancho Mirage and Indian Wells. Palm Desert and the Coachella Valley have continued to be one of the fastest-growing regions in California. Without additional access, travel demand is focused onto the two arterials with direct freeway access, and the capacity of those arterials is exceeded.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Currently, the project site is mostly undeveloped and consists of I-10, UPRR, and Varner Road as a frontage road.

Future adjacent planned land uses include:
Community Commercial (C-C),
Industrial-Business Park (I-BP),
Medium Density Residential (R-M),
Medium Density Residential/High Density Overlay (RM/R-HO),
High-Density Residential (R-H),
Low Density Residential (R-L),
Open Space-Public Reserve (OS/PR),
Open Space/Public Parks (OS/PP).

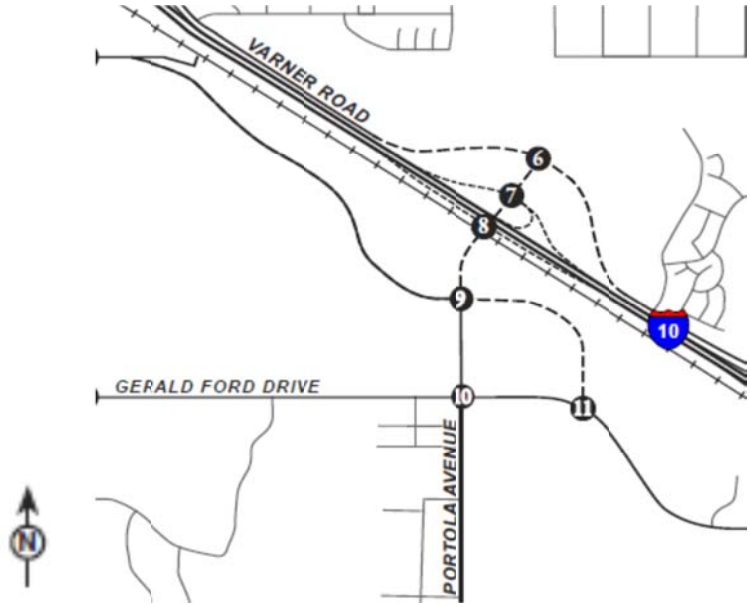
Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

See tables later in this form.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Please see tables later in this form.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT



Segment	Year 2020			
	ADT Volume*	LOS*	Truck %	Truck ADT
6. Portola Avenue/Varner Road to I-10 WB Ramps	9,000	A	4	360
7. Portola Avenue/I-10 WB Ramps to I-10 EB Ramps	13,900	A	4	556
8. Portola Avenue/I-10 EB Ramps to Dinah Shore Drive	15,900	A	4	636
9. Portola Avenue/Dinah Shore Drive to Gerald Ford Drive	13,200	A	4	528

*Source: Traffic Volume Validation Report (2014) and Table 41, Traffic Operations Analysis (2009)
(Note: These intersections/segments do not exist with the No Build Alternative).

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Segment	Year 2040			
	ADT Volume	LOS	Truck %	Truck ADT
6. Portola Avenue/Varner Road to I-10 WB Ramps	16,200	A	4	648
7. Portola Avenue/I-10 WB Ramps to I-10 EB Ramps	25,100	A	4	1,004
8. Portola Avenue/I-10 EB Ramps to Dinah Shore Drive	28,700	A	4	1,148
9. Portola Avenue/Dinah Shore Drive to Gerald Ford Drive	23,900	A	4	956

*Source: Traffic Volume Validation Report (2014) and Table 42, Traffic Operations Analysis (2009)
(Note: These intersections/segments do not exist with the No Build Alternative).

Mainline Traffic Data ADT

Segment	Existing	Design Year 2040*
I-10 West of Monterey Avenue	109,200	187,845
I-10 West of Portola Avenue	--	171,675
I-10 at Cook Avenue	106,000	220,730
I-10 East of Cook Street	--	160,650

Source: **Traffic Validation Report (2014), data for I-10 at Monterey Avenue and I-10 at Cook Avenue in 2013
--Data not provided.
*Traffic Volume Validation Report (2014) and Table 41, Traffic Operations Analysis (2009)

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The project would provide additional access to I-10 for the area between Cook Street and Monterey Avenue to support the populations of the fast-growing areas of Palm Desert and Coachella Valley. The adjacent interchanges at Cook Street and Monterey Avenue currently have ADT volumes that are projected to increase due to the growth in the area. ADT on the adjacent I-10/Monterey Avenue Interchange (overcrossing) is expected to increase from 28,200 to 65,800 in 25 years (2004 to 2030), and ADT on I-10/Cook Street Interchange (overcrossing) is expected to increase from 20,300 to 45,200. Without improvement to the area, these two interchanges will experience more congestion and delays. Construction of the I-10/Portola Avenue Interchange is intended to reduce the impacts associated with the anticipated increase in congestion along Cook Street and Monterey Avenue, as well as on the I-10/Cook Street and I-10/Monterey Avenue Interchanges.

As shown in the table below, the proposed project (with either build alternative, Alternatives 2 or 3) would help alleviate congestion at the adjacent I-10/Cook Street and I-10/Monterey Avenue Interchanges and improve LOS.

Intersection	Peak Hour	2014	2020			2040		
		Existing Conditions	No Build	Alt 2	Alt 3	No Build	Alt 2	Alt 3
		LOS	LOS	LOS	LOS	LOS	LOS	LOS
1. Monterey Ave/Varner Rd	AM PM	B B	D D	C D	C D	F F	D F	D F
2. Monterey Ave/I-10 WB Ramps	AM PM	C C	Intersection Removed					
3. Monterey Ave/I-10 EB Ramps	AM PM	C B	C C	B B	B B	D F	B C	B C
4. Monterey Ave/Dinah Shore Dr	AM PM	C E	D E	C E	C E	F F	F F	F F
5. Monterey Ave/Gerald Ford Dr	AM PM	C C	D F	D E	D E	F F	F F	F F
6. Portola Ave/Varner Rd	AM PM	N/A	NA	B B	B B	NA	B C	B C
7. Portola Ave/I-10 WB Ramps	AM PM	N/A	NA	B A	B B	NA	B A	B B
8. Portola Ave/I-10 EB Ramps	AM PM	N/A	NA	A A	B A	NA	B B	B C
9. Portola Ave/Dinah Shore Dr	AM PM	N/A	B B	C D	C D	B B	D D	D D
10. Portola Ave/Gerald Ford Dr	AM PM	B	C C	C C	C C	C D	D D	D D
11. Dinah Shore Dr/Gerald Ford Dr	AM PM	N/A	C C	C C	C C	C C	C B	C B
12. Cook St/Varner Rd	AM PM	B B	E F	D E	D E	F F	F F	F F
13. Cook St/I-10 WB Ramps	AM PM	D B	B B	B B	B B	B B	A B	A B
14. Cook St/I-10 EB Ramps	AM PM	B B	C B	B B	B B	C C	B C	B C
15. Cook St/Gerald Ford Dr	AM PM	C B	C C	C C	C C	C D	C D	C D
16. I-10 WB Ramps/Varner Rd	AM PM	NA	B C	B C	B C	D C	B C	B C

Source: Traffic Volume Validation Report (2014) and Traffic Operations Analysis (2009)

(continued)

	Peak Hour	2014	2020			2040		
		Existing Conditions	No Build	Alt 2	Alt 3	No Build	Alt 2	Alt 3
		LOS	LOS	LOS	LOS	LOS	LOS	LOS
1. Monterey Ave/Varner Rd	AM PM	B B	D D	C D	C D	F F	D F	D F
2. Monterey Ave/I-10 WB Ramps	AM PM	C C	Intersection Removed					
10. Monterey Ave/I-10 EB Ramps	AM PM	C B	C C	B B	B B	D F	B C	B C
11. Monterey Ave/Dinah Shore Dr	AM PM	C E	D E	C E	C E	F F	F F	F F
12. Monterey Ave/Gerald Ford Dr	AM PM	C C	D F	D E	D E	F F	F F	F F
13. Portola Ave/Varner Rd	AM PM	N/A	NA	B B	B B	NA	B C	B C
14. Portola Ave/I-10 WB Ramps	AM PM	N/A	NA	B A	B B	NA	B A	B B
15. Portola Ave/I-10 EB Ramps	AM PM	N/A	NA	A A	B A	NA	B B	B C
16. Portola Ave/Dinah Shore Dr	AM PM	N/A	B B	C D	C D	B B	D D	D D
10. Portola Ave/Gerald Ford Dr	AM PM	B	C C	C C	C C	C D	D D	D D
11. Dinah Shore Dr/Gerald Ford Dr	AM PM	N/A	C C	C C	C C	C C	C B	C B
12. Cook St/Varner Rd	AM PM	B B	E F	D E	D E	F F	F F	F F
13. Cook St/I-10 WB Ramps	AM PM	D B	B B	B B	B B	B B	A B	A B
14. Cook St/I-10 EB Ramps	AM PM	B B	C B	B B	B B	C C	B C	B C
15. Cook St/Gerald Ford Dr	AM PM	C B	C C	C C	C C	C D	C D	C D
16. I-10 WB Ramps/Varner Rd	AM PM	NA	B C	B C	B C	D C	B C	B C

Comments/Explanation/Details *(attach additional sheets as necessary)*
The traffic study completed for the project shows that the estimated Average Daily Traffic (ADT) along Portola Avenue in the year 2040 will be 28,700. The EPA "Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas" states that a project of air quality concern is a project on a new highway or expressway with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic. The proposed project would provide additional access to I-10 and decrease the volume to capacity ratios along Monterey Avenue and Cook Street, which will improve the traffic flow and vehicle speeds, and will not involve an increase in idling.

Based on the information provided above, future new or worsened PM_{10} violations of any standards are not anticipated, and therefore, the project meets the conformity hot-spot requirements in 40 CFR 93.116 and 93.123 for PM_{10}.